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The Daily Press.

HONGKONG, July 23rd, 1900

The speech of Sir THOMAS SUTHERLAND, M.P., as Chairman at the half-yearly meeting of the Peninsular and Oriental Steam Navigation Co., at the London office of the Company, on the 12th June, if not altogether satisfactory reading was at least interesting. Sir Thomas understands the art, when the occasion permits of it, of presenting the affairs of the company in the best possible aspect and in the most brilliant hues. He is a worthy chairman of a great shipping Company. His speeches on the affairs of the P. & O. S. N. Co. are always well worthy of respect and attention and invariably call forth remarks from a well-informed commercial Press. But although as Chairman of the P. & O. S. N. Co. he was able to declare the usual dividends to the shareholders, he was not able to present a very glowing report of the affairs of the Company. It may be that we, resident in the East, more closely brought into association with foreign competition to this great shipping company, are inclined to be rather more critical than the residents or the Press at Home. Whether this be so or not, we are not struck with Sir THOMAS SUTHERLAND's speech; discerning as we think certain weakness therein, implying a want of forethought in some affairs of the Company on the part of the directors. Our criticism of Sir THOMAS's remarks are confined solely to the position of the Company in China and refer in no case to the affairs of the Company in other parts of the world to which our experience does not apply. In speaking of the passenger trade the Chairman said that he was sorry to state that the passenger receipts had undergone a certain decline, not a large amount so far, but it was anticipated that the decline would be continuous throughout the remainder of the

financial year, and it was caused as the board believed by the great bouleversement which had attended the South African War. So people had remained in England who otherwise would have travelled about: so many people had, on the other hand, gone to the Cape, who otherwise would have found their way to Egypt or to India, and moreover the leave of the whole Military establishment of India, being for a time completely stopped had necessarily had a considerable effect upon this branch of revenue. This may be all very well as far as it goes and doubtless did and does affect the passenger receipts of the P. & O. S. N. Co. But what about the passenger trade with China? Has the P. & O. S. N. Co. made the most of its opportunities here? It is a notorious fact that the Norddeutscher Lloyd has almost monopolized the passenger trade from Europe to China and Japan to the detriment of the P. & O. S. N. Co., and well the rival shipping company deserves its success. The accommodation afforded by the Norddeutscher Lloyd steamers both in the first and second class saloons is of the very best, while the service, courtesy, and attention are all that can be desired. The Norddeutscher Lloyd has made a speciality of the passenger trade to China and with a fortnightly service runs from Europe to Japan without a break on the journey. A decade ago the passenger trade to and from Europe was almost a monopoly of the P. & O. S. N. Co. It has now taken the second place in this respect, more passengers preferring to travel with the Norddeutscher Lloyd, where they obtain every comfort in steamers fitted with the latest scientific improvements. To assert itself in the premier position for the passenger trade the P. & O. S. N. Co. will find it necessary to run a thorough service to China and Japan with fast steamers, fitted as the Norddeutscher Lloyd steamers are with the latest scientific improvements. Sir THOMAS SUTHERLAND complains in his speech of not being able to obtain homeward cargoes from China ports to the extent that the P. & O. steamers require. Such a remark may be appropriate when applied to mail steamers, which must run at stated times with the mails. But can Sir THOMAS explain the reason why the Hamburg-American line of steamers, which as a general class of steamers may be compared with the P. & O. intermediate and cargo steamers, can usually obtain full or fair cargoes of bamboo, cane, cassia, tea, camphor, matting, raw silk, feathers and chinaware in the China ports, when the P. & O. S. N. Co.'s steamers do not? It has been asserted that the want of a technical and scientific education, such as is obtained readily and universally in German schools, is the cause of the want of appreciation of many of China's raw products on the part of British shippers. It may be so. If such is the case we can then scarcely blame Sir THOMAS SUTHERLAND and the directors of the P. & O. S. N. Co. for a lack of technical and scientific knowledge on the part of the British race, for which the British Government is alone responsible.

In speaking of the shipbuilding of nations of the company Sir THOMAS mentioned that the four new steamers now contracted for—the *Syria*, *Soudan*, *Sonali* and *Sicilia*—were not exactly mail steamers and were intended more particularly for the Calcutta and China intermediate trade. These steamers will each be 6,600 tons registered with an effective horse-power of 4,500. Very handsome and commodious ships, but a distinct falling off as far as horse-power is concerned from many ships in the same company of much lighter tonnage. It may be presumed, however, that the directors of the P. & O. S. N. Co. in this respect know their own business best and need no criticism from the outside public. Yet the fact remains that the P. & O. S. N. Co. have no mail steamers or otherwise in the whole of their fleet to compare with the *König Albert*, 10,643 tons registered and 9,000 horse-power, and while the tendency of the Norddeutscher Lloyd is to put on larger and more powerful steamers on the China Mail Service there seems to be no corresponding effort on the part of the P. & O. S. N. Co.

To have expended £8,500,000 on shipbuilding in less than 20 years is a great achievement on the part of the company and is worthy of congratulations, but when Sir THOMAS says that for the four above mentioned steamers the company on the contracts has had to pay fully 40 per cent. more than they would have had to pay three years ago, seems rather to indicate that the directors have been asleep and not open to make the most of the signs of the times.

It is a well known axiom in shipbuilding that companies should build when trade is dull and the shipbuilding yards empty. Such a condition prevailed in England prior to 1890, when England undertook her great naval programme and let out contracts for some of her battleships and cruisers to private yards. Previously shipbuilding was dull in England, and the P. & O. S. N. Co. should then have made the most of their opportunity, and doubtless much of the excess 40 per cent. might have been saved to the company by the directors.

The conditions of trade in China are not now for the British shipper what they used to be. Fifteen years ago he was almost without a rival and well might claim a monopoly. Times have changed. The German, the American and the Japanese are now in the field and all are now taking an active share in the commerce to be obtained in China. New lines of steamers and new routes have been opened. Faster steamers and better passenger-accommodation now prevail. As a rule passengers are not very patriotic where their own personal comfort is concerned and the Company which caters most for their pleasure and well-being is bound to obtain the trade. The P. & O. S. N. Co. has had a great past and we hope a greater future is still before it. The trade of China is well worth every effort. The P. & O. S. N. Co. has rested too long on its oars and allowed its rivals to glide on, and now with the great shipping companies around it in the China trade it is necessary that it should make every exertion to sustain its premier and pre-eminent position.

At the Magistrate's court on Saturday a gunner in the Asiatic Artillery charged a Chinaman with assault. He said he was doing sentry duty at the Barracks yesterday when he had occasion to 'move on' a crowd of Chinese who had gathered to watch the buglers' practice. One of the Chinese threw a stone at him. His Worship admonished the defendant and sentenced him to two months' hard labour.

H.M.S. *Goliath*, which arrived in the harbour on Saturday afternoon, was completed this year at Chatham. Her principal figures are:—Displacement, 12,950 tons; length, 13,500 (Bellefleur); armour, side 6 in., bulk-head 12 in., and gun-position 12.5 in. (Harvey steel), deck-plating 3 in.; guns, four 12-in., twelve 6 in. Q.F., eighteen smaller quick-firers, two light guns; torpedoes, tubes 5 (4 submerged); speed 18.25 knots, complement 700.

A comparative statement of the Stamp Revenue of Hongkong for the First Half Year 1899 and 1900 shows a total increase for the six months of \$80,844.43, the chief items manifesting an improvement from last year being:—Conveyance or Assignment, \$20,133.10; Probate, or Letters of Administration, \$18,479.91; Adhesive Stamps, \$6,398.35; Bank Note Duty \$5,582.86. There is no noticeable decrease, the largest being Bills of Lading, \$450.32, and Broker's Notes \$93.50.

A fire broke out at about four o'clock on Saturday morning at 274, Queen's road Central. The building is a four-storied one used as a tobacco manufactory. The fire broke out in the drying room behind the first floor and quickly spread to the floors above, which were again gutted. Deputy Superintendent Mackie with his men, however, succeeded in preventing any of the adjoining buildings from becoming ignited. The loss is recovered by insurance in the Norwich Union Insurance Company.

The report of the Inspecting Medical Officer on the Tung Wah Hospital for the second quarter of 1900 shows that 154 patients remained on 1st April, 905 were admitted in April, May, and June, 537 were discharged, 337 died, 135 remained on 1st July. The 905 admissions compare with 655 for the second quarter of 1897, 700 of 1898, and 812 for 1900. Of the admissions, 329 were under European treatment, 351 under Chinese. Free burial was provided for 501 persons. 53 vaccinations were performed.

Mr. Hazeland sentenced two Japanese to one month's hard labour on Saturday for assaulting a Chinese boatman. The latter said he was opposite Blue Buildings when the defendants came up. They got into his boat, and at once commenced to assault him, striking him on the jaw and neck. He called out for the police and the defendants were captured. His Worship characterized the assault as cowardly and unwarranted, and said that the defendants must be shown that they could not assault Chinese boatmen with impunity.

The Death Returns for the month ended 30th June show that in the European and Foreign Community there were 24 deaths in the Civil population (5 from chest affections, 1 from plague) and 3 in the Army; in the Chinese community there were 635 deaths (393 from plague, 86 from chest affections, and 86 from infantile convulsions). No. 2 District supplied 137 of the Chinese deaths (30 from plague), while the greatest number of plague cases for the month were in No. 9 District, 17. The death rates per 1,000 per annum in the principal divisions of the population were:—British and Foreign Community, 21.9; Chinese Community, Victoria, 33.8; Harbour, 23.8; Chinese, whole Colony, 31.9; Boat 23.6; Land and Boat 30.7; whole Colony exclusive of Army and Navy, 30.7.

A Chinaman was on Saturday charged with being in unlawful possession of four Mauser rifles and 200 rounds of ammunition. Sergeant Burchall said that at 4 p.m. on Friday he saw a small boat going in the direction of Yau Ma Tei followed and on making a searching found the rifles, etc., concealed in the boat. The defendant was a passenger, and was going towards a junk which was in the harbour. His Worship said he was satisfied that the arms and ammunition were intended for some armed attack. It was absolutely necessary to put down this sort of thing, and the defendant would be fined \$250, or three months' imprisonment, and a Chinaman who was caught carrying a bag containing 700 rounds of revolver ammunition.

During the 24 hours ending at noon on Saturday there were reported five fresh cases of plague and three deaths.

The addition to the Register of qualified Medical and Surgical Practitioners in the Colony of Mr. Robert Gibson is notified in the *Gazette*.

The Chinese, who left Shanghai for Ningpo continue to return in large numbers, no less than 530 arriving from Ningpo in a single boat on the 16th instant.

The twelfth Republican National Convention at Philadelphia on the 21st ult. unanimously nominated Messrs. McKinley and Roosevelt for President and Vice-President respectively.

H.M.S. *Argonaut* has passed through the Suez Canal and should be out here in about three weeks' time. The transport *Antillian* left the Cape on Saturday with a battery of field artillery for China.

In our advertisement columns will be seen the official notification of the appointment by H. E. Lni Kung-yi, Superintendent of Southern Trade, of Mr. F. E. Taylor to officiate as Inspector-General of Customs.

The crew of the launch *Cheong Yuen* were charged at the Magistracy on Saturday with feloniously receiving stolen property well knowing it to have been stolen. They were remanded, but granted bail, which was fixed at \$2,500 each.

On the 16th inst. M. Doumer, the Governor-General of French Indo-China, opened the section of the railway between Langson and Porte de Chine. General Su had a long conference with the French Governor and the affair passed off most cordially.

There is a certain amount of discussion in the Franco-Chinese papers as to the value of the few Tonkinese *travailleurs* who have just been sent north. Our contemporary *L'Avenir de Yunnan* thinks the present a favourable opportunity for testing these troops.

The U.S.S. *Princeton* was due to leave Swatow on the 20th or 21st inst. for Amoy. She found Swatow very quiet and with no evidences of any disturbance. From Amoy she will proceed to Shanghai, but the duration of her stay at Amoy is not known. It will probably depend on the state of affairs there.

The *N.-C. Daily News* says that, among the numerous victims of bad luck at Tientsin is Mr. Wagon, of Circus fame; he has lost all his horses and most of his gear and has not given one single performance. Curiously enough this is the fourth time in his nomadic life he has been shelled in revolutions of war; twice in Brazil, once in Manila.

Our Shanghai morning contemporary says, in its issue of the 18th inst.—It is very certain that H. E. Li Hung-chang is not wanted in the North and it will be most likely for himself and everybody else if he stays in Canton. When he gets to Tientsin it is to be hoped that he will be asked who appointed him for the only Government the Foreign Powers now recognise is the Yangtze Viceroy.

Yesterday and Saturday the Chinese community of Hongkong celebrated the thirtieth birthday of the Emperor Kwang Hsu by a liberal display of lanterns and Chinese flags and by letting off crackers. It was noticeable that the anniversary was much more generally observed than usual, and it would be interesting to learn the reason. In the Chinese portion of the town there was a regular fusillade all the afternoon, and in the Praya there was a great display.

At the Magistracy on Saturday five men were charged with cutting and wounding. It appears that the previous day some Tung Kun men were engaged in carrying firewood from a boat to a godown in Sai Wo Lane. Their way led through a passage where some 20 men belonging to the San Wai men were packing sugar. As the San Wai men obstructed the whole passage the Tung Kun men remonstrated and asked them to get on one side. A quarrel ensued. From words they came to blows. The sugar packers were using hooked chopsticks and one of them struck a Tung Kun man and inflicted a deep gash under the right ear. The whole lot then cleared away. Five of the men were arrested by Inspector Baker and his constables on Saturday morning. The man who used the chopstick was sentenced to four months' hard labour and the other four to a month.

Mr. Hazeland had before him on Saturday two Chinamen charged with stealing a quantity of india-rubber and some brass from the Naval Yard. The Indian Sergeant-Major said that at 4.30 p.m. on Friday he saw the defendants carrying a box out of the gates of the Naval Yard. He brought them back and searched the box in the presence of Inspector McEwen. He found that it had a false bottom and that the rubber and brass were concealed beneath it. The first defendant was a foreman in the yard and the second a coolie. His Worship: Are the men allowed to have a box in the Naval Yard?—Inspector McEwen said the carpenters had to find their own tools and they had boxes to keep them in. The first defendant was served out with a sheet of india-rubber valued at £12 on Friday morning and he had destroyed it by cutting this off. The second defendant, who said he did not know anything about the matter, the other man having asked him to carry the box, was discharged with a caution. His Worship said there had been too many cases of theft at the Naval Yard recently. It was necessary that they should be put down, and the first defendant must go to gaol for six months with hard labour.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 21st July, 7 a.m.

NEWCHWANG QUIET, BUT REFUGEES LEAVING.
Newchwang is still quiet, but all the ladies have left and the Japanese firms have evacuated their premises.

AFFAIRS AT CHUNGKING.
Chungking still remains quiet, and the officials are very active. The harvest prospects are excellent. It is believed that the standstill is owing to the fears entertained of disorderly soldiery passing northward.

THE RIVER PORTS.
The women and children have been advised to leave the river ports.

TRANSPORTS AT TAKU.
The *Nerbudda* and *Palumcolta* arrived at Taku on the 16th instant.

LONDON, 20th July, 9.15 p.m.

CYPRER DESPATCH FROM U.S. MINISTER AT PEKING REACHES WASHINGTON.

Minister Hay has received Mr. Conger's cypher reply to a telegram despatched from Washington on the 11th instant. It is to the effect that quick relief only can prevent a general massacre in Peking.

CHINESE TELEGRAM DECLARES MINISTERS SAFE ON THE 15TH.

Our Canton correspondent reports the receipt of a telegram from Shantung by the Chinese authorities at Canton to the effect that up to the 15th instant all the foreign Ministers in Peking were safe.

THE WAR IN SOUTH AFRICA.

LONDON, 20th July, 9.15 p.m.

LORD METHUEN'S MOVEMENTS.

Lord Methuen has occupied Lealpoort.

REUTERS SERVICE.

LONDON, 18th July.

THE WAR IN SOUTH AFRICA.

Lord Roberts reports from Pretoria that on the 16th inst. the enemy made a determined attack on his left under General Polo-Carve, but were repulsed by the Irish Fusiliers and the Colonials. The enemy lost 60, and the British lost seven killed and 29 wounded, 23 missing. General Hamilton has advanced to Homans-Kraal unopposed. Fifteen hundred Boers who managed to break through Generals Hunter and Rindles' cordon, between Botlophem and Ficksburg are proceeding to Lindley.

The first batch of Boer prisoners have started for Colombo.

LONDON, 19th July.

THE CRISIS IN CHINA.

There is serious alarm in St. Petersburg concerning the safety of the engineers and troops in Siberia who are mostly concentrated at Charkin and Blagoveshensk. Both places are almost invested and the situation is critical.

THE WAR IN SOUTH AFRICA.

The Transvaal Official Woolman has been arrested at Hatherly; a quantity of arms and 6,000 bars of gold were found concealed in the house.

The 1,500 Free Staters who broke through the cordon by forced marches, reached Lindley on the 17th instant. General Doodwood's and Hutton's cavalry were not present.

LONDON, 19th July.

THE CRISIS IN CHINA.

It is stated that the Powers have agreed to contribute 40,000 men each for China.

A circular from M. Delcassé suggests an agreement among the Powers to prevent the export of arms to China.

THE PEKING MASSACRE.

A solemn requiem service will be held at St. Paul's Cathedral on the 23rd inst. for those massacred at Peking.

LONDON, 20th July.

THE CHINA CRISIS.

Russia has declared the frontier portions of the Amur district to be in a state of war and is taking large military measures.

THE CRISIS IN CHINA.

MORE TRANSPORTS ARRIVE AND DEPART.

Two more transports—the *Warona* and the *Itawa*—arrived on Saturday morning, and resumed their voyage north in the afternoon. The *Warona* has on board a wing of the 1st Sikhs and section A of 25th British Field Hospital, and the *Itawa* a detachment of the 1st Bengal Lancers and Section A 47th Native Field Hospital.

The *Baltarat* arrived yesterday at 11.30 a.m. with the 3rd Madras Light Infantry from Secunderabad and the 66th Field Hospital which is going to be stationed at Hongkong. The troops were landed at Kowloon at 12.30.

The *Natalia*, which is due here on August 2nd, left Calcutta on Saturday with Ordnance Field Park and D. section 39 Native Field Hospital.

SHANGHAI INTELLIGENCE.

ITEMS FROM THE "N.-C. DAILY NEWS."

H.E. SHENG'S FORESIGHT.

Some astonishment has been expressed at the report that has been current that H.E. Sheng, Director of Railways, etc., etc., has been endeavouring to effect insurance on his property in Shanghai. It has been pointed out to him by one of the leading Consuls-General that if he knew trouble was imminent, he should inform the Consuls at once so that they might adopt the necessary measures to avert it, whereas his reported action rather tended to foment trouble. Mr. Sheng's reply was that he was closing his cotton mills on the Point Road, and that he feared the operations might make some trouble, and this was what he was trying to provide for, not that he had any apprehension of general trouble at Shanghai.

SHANGHAI VOLUNTEERS.

The Senior Consul, Senhor Valdez, has made or is making arrangements with a local firm for arming the Portuguese Volunteer Company with Winchester carbines of .44 calibre. These are handy and reliable weapons, many white men have found in Africa and the South Seas. The main thing is to ensure a full supply of ammunition for the weapons.

The Belgian and Dutch residents are forming a volunteer company to help in the defence of the Settlement.

THE INUNDATION IN THE NORTH.

Recent despatches received from the North by local mandarin report that, in addition to the incalculable mischief done by Prince Tuan and General Tung Fuhshang, in damming up the Grand Canal, thereby flooding the plains between Peking and Tientsin with the object of stopping the march of the Foreign troops into Peking, these two notorious Boer chiefs have also issued orders to cut the important dykes of the Yungting river for the same purpose, thereby increasing the area of inundation. The conservation of the Yangtze and the upkeep of the dykes cost the Peking government over a million taels per annum, but this act of vandalism and wholesale destruction of one of the great aggregates already done by Tuan and Tung, not only against Foreigners but also against their own countrymen in and around Peking.

HUPSEH, HUNAN AND CHEKIANG.

The Director of the China Inland Mission at Shanghai has received the following telegram:—*Chongking, 18th July.* (Hupseh) has destroyed the railway station at Chongking, a depot at Nanyang (Homan) destroyed. Bishop and 12 fathers in great danger.

Twenty members of the Canadian Presbyterian Mission robbed everything last Sunday (July 23rd), 10 miles east of Nanyang (Homan).

The Canadians referred to are from the North of the Yellow River, where they were prevented from reaching Chongking, and before explained in these columns. There are only 15 adult Canadians, the others must be the engineers.

On the 18th inst. Senior consul J. M. T. Valdez at Shanghai received the following message from H. E. Sheng:—*Troubles are spreading in Chekiang Province, many houses of the Chinese Christians being destroyed. The Governor Lan has sent there five battalions of troops to restore order. Trouble has also broken out at Wenchow, and Shanghaiese have asked Governor Lan to send troops there to maintain the peace.*

NAVAL GALLANTRY.

One of the junior officers very much in evidence during the last fortnight, says a writer in the *N.-C. Daily News*, is Lt. Keyes, of H.M.S. *Formidable*. He was the star of the *Whiting*, was unlucky enough to get a shot in one of her boilers during the operations against the Taku forts, and has had to go off to Nagasaki for repairs, so the *Formidable* has had to do the work of two. Mr. Keyes' first feat was the capture of the four Chinese torpedo-boat destroyers, up at the Taku dock; this he did single-handed, by which, I mean, by the sole resource of his own ship. He managed it by surprise, and by a boarding party, much in the old cutting-out style of the Napoleonic wars. No loss of life.

He had previously made friends with the Taku pilots and had learned quickly from them the various marks of the fairway and the little water-trails of the Taku. The result was that he was waiting for a pilot, but came stumbling over the Barret all times when it was possible. After the forts were taken he brought squads of 250 men ashore, until the British complement was finished, after which he gave the Russians some friendly help in the same way.

His last feat has been the opening up and pushing forward of river communication. The capture and blowing up of the old fort at Hanching by dynamite has already been referred to—the charge was so huge that it nearly blew the blowers off the planet—but since then he has advanced matters so much that there is water-trails from Taku to Chongking, say 14 miles from Tientsin, and 5 miles inside of railhead.

In the attack on the forts the cool courage of Commander Cradock, of the *Albatross*, who led or was one of the leaders of the British landing party was very noticeable. While the men were scurrying along under shell, he coolly tramped along the top of the embankment—a prominent cook-shed for every gunner and marksman in the fort. He and a little Jap scrambled up the scarp together, and the two gallant rivals simultaneously hoisted their colours, but as luck would have it the Jap's was tiny, the British flag was large, and consequently the British flag was more shadowed.

The brave Captain Lane of the *Illis*, has stated to Admiral Bruce that he would deem it an honour to fight along with and go anywhere with the British—an overt, but not unbecoming compliment to Captain Stewart and his smart crew of *Albatross*. The officers of the French flag *D'Entrecasteaux* also sent a very eulogistic letter to the gallant little ship, referring in handsome terms to the way in which she was landed.

When she steamed down stream to get to closer range of the forts the men, chiefly *Barbicans*, were packed on her decks like sardines; if a shell had dropped in the execution would have been ghastly. It was feared at one time by shore critics that the *Albatross* was fresh, with the lowness of the water below the river bank, would render her unmanageable in attack; the *Albatross* was all higher up. Both ships made really grand practice, but the *Albatross* got far the worse knocking about from this very excess of top-lamper. She was infinitely a better target than the other vessels for the Chinese gunners. Let me add that it is only difficulty of language which precludes giving little odds-and-ends, about the Russian vessels. All the vessels fought well, and the rivalry was generous throughout.

NINPOO.

The troubles at Ninpo appear to have been overstated, partly owing to the careless working of a telegram from there to Shanghai. With regard to the reported invasion of the place by Taichow men in quest of the heads of the French Bishop and the prefect, it appears that the authorities got hold of nine of the malcontents. Five of their number were strangled in the cage-cannoe; and others were glad to make their escape.

COREA.

A correspondent writes to the *N. C. Daily News* from Seoul on the 23rd inst.—No doubt seems to exist in the average native mind as to the outcome. The "Righteous Fist" of the yellow man will certainly triumph over the "Mailed Fist" of the white man, and the end will be that the Far East can turn over and go to sleep again for a few centuries. Do not think, however, that the average Korean sympathies are with the Chinese, and that he would lend him a helping hand if he could. Not much! When it comes to doing anything in the matter he is supremely and unambiguously neutral. The Korean Government has done one very significant and creditable act in connection with this trouble. When the seriousness of the uprising became apparent, the Emperor called in the foreign representatives to an audience, and inquired if there was anything that Korea could do in the present difficulties. This showed that Korea, as far as the government was concerned, decided to cast in her lot with white man and civilization. Prof. Martel, of the Government French School, was sent to China to keep the Government informed as to the course of events there, all of which shows that Korea wishes to be in good company. The only element of danger is the Emperor's pet tiger-cub which he is raising for his future sorrow, i.e. the pedlar's guild. They are composed of the very worst elements in the country and might, on very slight provocation, arm themselves with weapons of ignorance and prejudice and, imagining themselves invincible, like the Boxers, try to run amok among foreigners. We hear that Japan is to send 10,000 troops here, 5,000 of whom will go to the Yalu and guard the border against any interruption of the Boxers down into the peninsula. The other 5,000 are to be stationed at Chemulpo, and will be handy in case the dealers show any disposition to double up a righteous fist.

HONGKONG JOCKEY CLUB.

A meeting of members interested in obtaining subscription griffins for the next Hongkong Races was held at the Hongkong Hotel on Saturday last at noon. The Hon. R. M. Gray presided and there were also present Messrs. Lewis, McKillop, Moxon, Brown, Green, Benton, Kelly, McKillop, etc., and Mr. H. H. H. (Clerk of the Course). The first business of the meeting was that they had been called together to consider what steps should be taken to secure a supply of subscription griffins for our next Races. The Clerk of the Course had been in communication with the Shanghai Horse Bazaar, who had informed him that they could hold out no hopes of being able to fill the order this year. An offer to supply subscription griffins having been made it would rest with the subscribers to say whether the deficiency should be made up from that source. After considerable discussion it was decided to import Australian griffins, which had been offered at £250 each, handed here with following stipulations, viz.:—All griffins to be bred to saddle, 4 to 6 years old, minimum height 13 hands 2 inches, maximum 14 hands 2 inches, none but geldings to be sent, on which understanding the following resolution was proposed by the Chairman:—
"That this meeting authorizes the Clerk of the Course to start a list of subscribers to the subscription griffin circular and to open negotiations with Mr. Bell re supply of Australian ponies as subscription griffins for our next Race meeting."
This was seconded by Mr. J. H. Lewis and carried unanimously.
We have since been informed that 25 have already been subscribed for.
From our advertisement columns members will gather that the list will be open until Saturday next, 28th instant.

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer (Mr. R. T. Wright) begs to acknowledge with thanks receipt of the following contributions to the above Fund.
Further subscriptions will be thankfully received.
Already Acknowledged ... £36,702.17
R. M. S. *Empress of India* ... 333.00
Entertainments in Club East-tano ... 324.43
Concert in Shamen by the Portuguese Residents ... 304.50
Cinema Scott's Lectures in the City Hall ... 152.05
Concert on R. M. S. *Empress of China* ... 114.12
J. P. Laird ... 15.00
W. E. Hipwell ... 10.00
Wm. Paton, Swanton ... 10.00
Subscribed at Tamsui and Twatutia:—
R. de B. Lyward ... 52.63
Isabel Lyward ... 52.62
F. Ashton ... 50.00
F. B. Marshall ... 50.00
F. S. ... 50.00
T. Harrington ... 51.58
C. H. Best ... 50.00
A. F. Gardiner ... 20.00
A. F. White ... 20.00
A. N. Wilkinson ... 20.00
J. M. Tait ... 10.00
H. B. Hurst ... 8.32
A further remittance of Rs. 6,000, has been forwarded to India, making Rs. 56,000 remitted to date.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 21st July.
THE DEPARTURE OF LI HUNG-CHANG.
On the afternoon of the 16th ult. H.E. the Viceroy Li Hung-chang deputized the prefect She of Kwangchow and two commanders of the army to send the Seal of the Viceroyalty, together with an Imperial edict and other official documents, in a procession preceded by a number of soldiers and runners carrying flags and beating gongs, to the gates of the provincial Governor Tak, appointing him Acting Viceroy of the provinces of Kwangtung and Kwangsi.

On the morning of the 17th, shortly after nine a.m., the Committee of the Kwong Chai Hospital, of Shingching, Shutsin and other hospitals, together with the principal merchants and gentry of Canton, carrying with them lighted lanterns, painted with large characters "Respectfully we detain your Excellency," went to call on the Viceroy in his garden. They were ushered into the reception room and seated. His Excellency addressed them, saying that as he was summoned to proceed North on a mission of peace he dared not for a moment disobey the Imperial order. As soon as he had arranged all matters he would return to the South to take up his post; meantime he sincerely wished that in his absence the merchants and people here would do their duties as good subjects, and pursue their respective callings peacefully. On departing they bade him *bon voyage*.

Between 10 and 11 a.m. His Excellency and suite arrived at the Government wharf, where a number of mandarins, civil and military, and the soldiers of all the regiments standing in line, were there to receive him. He went into the Yat Kan pavilion where he was entertained with tea and cakes, and after the exchange of a few complimentary words he rose and bade them goodbye, and was carried on board the *Anging*; his confidential attendants Lao Hek-shun and Wong Chin-shien also went with him to the North.

Canton is quiet, and business is going on the same as usual, there being no sign of any trouble. The Chinese authorities have repeatedly promised and guaranteed the safety of the foreign residents of Shamen and they also say that the soldiery is reliable.

THE IMPORT OF ARMS.

By order of the late Viceroy Li Hung-chang a large quantity of arms and ammunitions were shipped by the gunboat *Kungshang* the other day from Hongkong to Canton, and stored in the ammunition department.

Being short of arms and ammunitions for frontier defence the governor Ting, of Yunnan province, wired to the Viceroy here for a supply of arms; so His Excellency sent by the *Magistrate Yeong* 400 Lee Metford quick-firing rifles, and 200,000 cartridges, 1,400 Mauser rifles and 240,000 cartridges.

PRECAUTIONS AND REMOVALS.

Pok Chai Hospital (known by the name of Dr. Kér's hospital), established by the American Mission, has been doing a great deal of good for the natives; consequently by order of the late Viceroy a guard post is being opposite it, and many houses are placed behind for its protection.

In consequence of the wild rumors lately spread by the rogues, vagabonds, and opium smokers in Canton and elsewhere, the rich as well as the middle classes have taken their valuables such as jade stone ornaments, jewels, diamonds, curios, and valuable silk clothing into the pawnshops and pawned them at cheap rates for safe keeping, that they might have money to be sent to Hongkong or elsewhere. The Magistrate of Yeongchow has issued a notification to pacify the people and exhort them to be quiet and not be beguiled by any revilers, or let the pawnbrokers take advantage of them.

It is said that many rich people have gone to Hongkong or Macao to invest their money in house property.

A FAMINE IN LINCHOW.

In the department of Linchow, in Kwangtung, there is a famine owing to the scarcity of rice, caused by the flood overflowing the river banks, followed by a great destruction of crops. The natives were reduced to eating grass, roots, and barks of trees, and the robbers of the adjacent villages took the opportunity of falling upon them, and carried away their women and children to sell. The elders of the department came to Canton, and presented a petition to the Viceroy, asking for succour.

ANTI-MARRIAGE SISTERHOODS.

There is a peculiar custom in the villages of Tai Leong and Shun Tak (Kwangtung) which may be well characterized as misanthropical, and is highly deprecated even among the natives. Nearly all the girls there have a habit of swearing sisterhood to each other and taking vows of celibacy, looking upon their future husbands as enemies. On the third morning of the wedding, which is generally contracted by their parents, they go home, and refuse to return to their husbands again. Some of them will rather pay money to their husbands to buy concubines, and others who are poor and cannot afford to do so, prepare to die together, by poison, by throwing themselves into the river, by cutting their throats, or by hanging themselves, so as to be free from the thraldom of their lords. About the middle of this month in the village of Slim Tak a certain Mr. Wong felt restless and could not sleep at night, as if some evil omen had taken possession of his mind, so he got up, and in the small hours of the morning, there being bright moonlight, went out for a stroll to give vent to his pent-up feeling. On reaching the bank of the river he saw to his surprise a group of six girls crying and holding each other's hands. The girls on seeing him embraced and threw themselves into the river. He ran and tried to catch them, but it was too late. He raised a hue and cry and yelled out "Save life." The neighbours were startled from slumber, and running out from their houses used every possible means to rescue these foolish and infatuated creatures from their watery grave, and carried them home in a half-dead state.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day (Monday), 23rd July, at 3 p.m. BUSINESS.

- 1.—Financial minutes. (Nos. 37 and 38.)
- 2.—Report of the Finance Committee. (No. 13.)

ORDERS OF THE DAY.

- 1.—First reading of a Bill entitled an Ordinance to further amend the Kowloon Government Tramways Ordinance, 1897.
- 2.—Second reading of the Bill entitled an Ordinance to amend the Liquor Licenses Ordinance, 1898, and to repeal the Liquor Licenses Amendment Ordinance, 1899.
- 3.—Third reading of the Bill entitled an Ordinance to amend the Liquor Licenses Ordinance, 1898, and to repeal the Liquor Licenses Amendment Ordinance, 1899.
- 4.—Third reading of the Bill entitled an Ordinance to authorise the appropriation of a supplementary sum of four hundred and eighty-one thousand three hundred and thirty-five dollars and thirty-five cents, to defray the charges of the year 1899.

R. F. JOHNSTON.

Acting Clerk of Councils.
N.B.—A meeting of the Finance Committee will be held immediately after the Council.

THE CAPITAL OF CHINA.

In the *Times* of the 22nd ult. appears the following letter from Mr. A. B. F. Mitford, the well-known author of *Tales of Old Japan*, etc. to the Editor of the "Times".
Sir,—It is to be hoped that in a short time the Western Powers will be dictating terms to the Chinese Government. There will then once more occur the opportunity, missed in 1860 and again at the end of the Tai-ping Rebellion in 1864, of placing the foreign relations with China on a satisfactory foundation. When Lord Elgin and Baron Gros ordered the destruction of Yuen Ming Yuen, the Summer Palace, in 1860, they imagined that they were exacting a signal and exemplary reparation for the atrocities of which the Chinese had been guilty. Never were two statesmen more erroneously deceived. Incredible as it may appear, the news of the event hardly reached Peking, only about 12 miles distant, while as for the rest of China it knew nothing about it, and when the combined armies entered Peking the mandarins had little difficulty in persuading the most glib population in the world that they came as the envoys of casual countries, bringing tribute to the Son of Heaven. This was the view generally entertained at Peking when I was there in 1885 and 1886.

Peking has always been a hotbed of anti-foreign intrigues and of retrograde action, or inaction, fostered by the Governments who have been the terror-stricken tools of the so-called Dowager-Empress, the concubine of the Emperor Hsien Feng, whose imperious character has ruled in China ever since that Emperor's death.

Whatever good advice has been tendered to the throne has come, as is the case at present, from viceroys and other officials in the south and centre of the Empire men better able to judge of the material strength of the West than the mandarins of Peking who probably find it difficult to believe that the handful of gentlemen living "uncolonized" in their midst are the representatives of Powers capable of sweeping them off the face of the earth. The secret societies are proudly fostered by them, and their crimes are not only condoned but encouraged when their victims are foreigners.

That Peking is, perhaps, the worst place in all China for the seat of government is not difficult to demonstrate. Some of the reasons for holding that belief are too obvious to need insisting upon. But so long as Peking remains the capital, so long will foreign relations with China be hampered and retarded futile.

If the capital were removed to Nanking, or some other equally accessible city, and the Court and Government compelled to make that town their headquarters, the chief difficulties standing in the way of diplomacy would be removed. The rulers of the country would be brought face to face with facts of which they only know by hearsay, if at all. The retrograde cliques would be broken up, just as the rookeries in London slums are destroyed by new building schemes, never to be brought together again. The provincial viceroys and officials would in a great measure be deprived of powers which they have used to squeeze and bleed the people; many of the secret societies, being deprived of the support of the Court, would perish of inanition, and, above all, the representatives of foreign Powers would no longer be shut up in a trap from which there is hardly a possibility of escape in stress of danger, and to which, during the winter months with a frozen sea and river, there is practically no access.

It is all very well to talk of the removal of the Dowager-Empress—that is, no doubt, a very desirable object to attain. But it is an end which the years at no distant date must of themselves achieve. The permanent settlement of affairs is another matter, and one which I believe to be impossible so long as Peking remains the seat of the Court and Government. In one shape or another trouble will continue to crop up from time to time, leading sooner or later to disaster, if indeed it has not done so already.

The change proposed would probably not be unwelcome to any of the Powers except perhaps Russia. By many millions of the Chinese it would be hailed with joy. It would be an evidence of strength which could not fail to be recognized throughout the length and breadth of the Empire, and not a mere fixing of squibs like the destruction of Yuen Ming Yuen. It would do more to establish the security of the lives and property of foreigners throughout China than any measure which has yet been attempted, and it would be a death-blow to the arrogance and tyranny of such rulers as Tzu-Hai and her Manchian creatures.

I very much doubt whether the changes which have taken place in Japan would have been effected with the same rapidity and thoroughness if Kiyoto had remained the capital. A striking parallel might be drawn in many respects between the King (nobles of the Mikado's Court) and the old-fashioned mandarins who spoke the wheels of government in Peking; and the analogy between the two cases gives at any rate food for reflection. With the removal of the capital the old-world prejudices of the Kugus have disappeared.

Your obedient servant.

A. B. FREEMAN MITFORD.

It is not necessary at this moment, says the *Times*, to dilate upon Mr. Mitford's suggestive letter, but no one who grasps the logic of events can fail to see that a central government wholly inaccessible, or if rendered accessible in Peking, then wholly subservient to the only Power that can reach it, is an anachronism which modern conditions must abolish or modify in one way or another.

The Patentees—Macniven & Cameron, Limited, DESERVE A NATIONAL MEMORIAL for their excellent inventions.—*Dever Chronicle*.
THE WATERLOO PEN. THE PICKWICK PEN. THE OWI PEN. THE HINDOO PEN.
1899-27 Waverley Works, Edinburgh

THE PERIL OF HONGKONG.

Under the above title Mr. Alexis Krauss contributed an article to the new weekly paper, *The Londoner*. We make some extracts. The list of ships at the end is a very useful one, though, of course, the reinforcement of the China Squadron has changed the state of affairs. Mr. Krauss says:—

The consolidation of British interests in China, Japan, Corea, and Siam, is centred in Hongkong, which little island—it is but nine miles long and four wide—serves as our naval and military base, as well as the seat of our political representation in the Far East. To lose Hongkong would be to sacrifice the result of the labours of the past three hundred years. To fail in the repulse of an enemy's descent on that colony would entail the jeopardizing of our existence in China. It follows that Hongkong should be one of the strongest, as it is one of the most important, of our outposts, and that in point alike of armament and defences, it should be regarded as impregnable. That it is very far from this I am about to show.

The land defences of Hongkong consist of a series of forts, some on the north side of the island, others on the mainland of Kowloon, opposite. There are no forts on the south shore, which for its entire length can be approached within a few yards by a modern vessel of war. And while one-half of the island is thus entirely without protection, the majority of the forts provided elsewhere are armed with antiquated muzzle-loading cannon, which would prove absolutely useless for the purpose of driving off an enemy provided with modern weapons. Thus the forts at North Point and Lyseumoon share six 9-inch muzzle-loaders between them. (N.B.—This must not be taken to mean that they have no guns except six 9 in. muzzle-loaders). Kowloon dock is protected by three of the same ancient weapons, while the west front fort at Kowloon boasts three 10-inch guns of equal pretensions. Stonecutters Island, immediately opposite the city of Victoria, and therefore a most important spot, was till recently armed with two sixty-four pounders, absolutely useless except as old iron; but these were removed some two years ago to make room for a couple of up-to-date 47 breechloaders. The new guns have, however, not yet arrived, and the fort is therefore absolutely defenceless.

Nor is Hongkong better off in respect to its movable armament. With the exception of a few three-pounder quick-firers, all the artillery consists of muzzle-loaders, of which, according to my latest information, there are six seven-pounders over twenty years old, with an effective range of 1,500 yards, and six 2½ mountain guns. All these guns use black powder, and would be equally useless if put to the test of defeating the enemy. As things are at present, it would be an easy matter for a hostile vessel to lie off the south shore of Hongkong and destroy the shipping in Aberdeen Docks, while it could also throw explosive shells over the hill into Victoria and Kowloon.

The absence of modern guns at our most important base in the East is not to be condoned. It is absolutely necessary that a first-class naval base should be equipped with means for its own defence, failing which there is nothing to prevent an enemy carting down and destroying our stores while our fleet is engaged elsewhere. And to argue that the China Squadron is capable of dealing with all contingencies in these waters suggests that that squadron is maintained in greater strength than that of any combination of possible enemies. And that this is not the case I am in a position to demonstrate.

I have been at the pains to obtain direct from China a return showing the actual number and strength of the British, French, and Russian fleets at present in or on the way to the China seas, and it will be seen that not only is the British force inferior to the combined strength of the French and Russians, but the Russian squadron is in itself superior to our own. The ships referred to, with their tonnage, are as follows:—

BRITISH.	FRENCH.
<i>Bayern</i> , 16,500	<i>Jean Bart</i> , 4,500
<i>Centurion</i> , 10,500	<i>Desclaux</i> , 4,500
<i>Edinburgh</i> , 7,800	<i>Forbes</i> , 4,500
<i>Aurora</i> , 5,500	<i>Edinburgh</i> , 4,500
<i>Orlando</i> , 5,500	<i>Karsinsk</i> , 1,250
<i>Undaunted</i> , 4,500	<i>Yaroslav</i> , 6,200
<i>Bombardier</i> , 4,500	<i>D'Entrecasteaux</i> , 8,110
<i>Hermione</i> , 3,600	
<i>Ipheigenia</i> , 3,600	
<i>Terrible</i> , 14,200	
<i>Wivern</i> , 4,500	
<i>Tamar</i> , 2,750	

RUSSIAN.	Zubilica
<i>Rosin</i> , 12,200	<i>Kortez</i> , 1,200
<i>Rurik</i> , 10,900	<i>Muradshir</i> , 1,200
<i>Naurin</i> , 10,900	<i>Vladimir Monomach</i> , 6,000
<i>Sveti Veliky</i> , 10,900	<i>Dmitri Donskoy</i> , 6,000
<i>Orskoy</i> , 1,400	<i>Admiral Korytsov</i> , 6,000
<i>Orskoy</i> , 1,400	<i>Petrovich</i> , 10,850
<i>Hobogolj</i> , 1,350	

The ten effective British vessels in China waters are to-day confronted by fourteen Russian men-of-war and seven French. The combined French and Russian fleet is just one more than double the strength of the British. While the tonnage of the Russian vessels alone exceeds ours by 9,180 tons.

Am I then playing the part of an alarmist in asking whether the question of the defence of Hongkong is going to be taken in hand, or if it is to be left, like Natal, to be taken care of by the first despoiler who chances that way?

MALARIA AND MOSQUITOES.

Mr. S. Wray, of the Pokak Museum, sent home a very good collection of the *Anopheles*, the genus of mosquito to which the fever-carrying species belong, and the State Surgeon also conducted many experiments to ascertain the different varieties, breeding grounds and habits, the conclusions at which he arrived:—

With all the knowledge gained, one seems, when looking at recent investigations from a practical point of view, to be still far from being in a position to stamp out malaria. Granted that the mosquito is the only or chief carrier of malarial germs in a country like this, where the rainfall is abundant, and collections of surface water very extensive, it appears to be hopeless to be able to discover and remove the breeding grounds of this insect pest. Experience on the whole shows in spreading malaria. We have had instances where there have been outbreaks of fever in localities where people formerly kept healthy, the only change in the surroundings being extensive felling of jungle and disturbance of soil. Before and after this, the usual extensive pools of water, which served as breeding grounds for mosquitoes, remained unchanged.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Weimar*, carrying the German Mail with dates from Berlin of the 25th June, left Singapore on Friday at noon, and may be expected here on or about Wednesday, the 25th inst.
The C. P. R. steamer *Empress of Japan* arrived at Shanghai at 5 p.m. on Friday, the 20th inst., and left again at 3 p.m. on Saturday, the 21st, for Nagasaki, where she was due to arrive at 7 a.m. to-day, 23rd inst.

CHINESE LABOURERS IN THE AMUR REGION.

The great number of Chinese labourers and small merchants arriving in the Amur territory, says a recent U.S. Consular Report, deserves serious attention. The unanimous voice of the people is that the inroads made by the Chinese into Russia will be a matter of danger in the future. Beginning from Irkutsk, there is not a village or a settlement that is free from Chinese men. Everywhere there are small Chinese shops. In Stretinsk, Chinese labourers and tradesmen begin to appear in great numbers. In Blagovestchensk, Khabarovsk, and Vladivostok, there are only Chinese and Korean labourers. In these cities, Chinese merchants compete with even the most solid foreign houses. The Chinamen have the effect of cheapening labour a great deal, and thus giving the settlers no chance to work. At present Chinese cannot compete with Russians in field labour, as they do not know the Russian methods of work; besides, the Chinaman will not work in the field when it rains. The yellow population, male and female, of Vladivostok and Khabarovsk is as follows:—Chinese, 7,737; Japanese, 1,427; Koreans, 980; total, 10,144. Of the settlements: Chinese, 2,196; Japanese, 194; Koreans, 16,450; total, 18,740—making a grand total of 28,204. The numbers of Manchurians at work in the Amur territory in the year 1897 reached 35,118 men; Koreans 1,248.

INTIMATIONS

FOR SALE.

CHAS. HEIDSIECK'S

CHAMPAGNE, 1896 WHITE SEAL
\$38.00 per case of 1 dozen quarts
\$40.00 per case of 2 dozen pints.

E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINE.

C. G. HIBBEARD & CO.'S
BOTTLED ALE & STOUT
SIEMSEN & CO.

Hongkong, 5th May, 1899. [40]
W. B. E. W. E. & CO.

NEW BOOKS AND NEW EDITIONS.

Brasserie's Naval Annual, 1900	810.00
Boy, by Marie Correlli	1.50
New Revised Hill's Manual	9.00
Pittman's Typewriter Manual	1.75
Village Life in China, by Smith	4.50
Life and Letters of Sir John Millais, 2 Vols.	13.00
Wellington and Waterloo—Choice Illus.	6.50
Russia on the Pacific and the Siberian Railway, by Vladimir	9.00
The Yangtze Valley and Beyond, by Mrs. Bishop	13.00
People and Politics in the Far East, by Norman	4.50
Whitaker's Naval and Military Directory	2.25
South Africa—Story of Nations Series, by Gilbert Logan, V.C., a Tale of the Boer War, 1899-1900	3.00
Citizen Atlas—120 Maps and Plans, with Gazetteer and Geographical Text	10.50
History of Great Britain, 2 Vols.	10.00
The Works of Sheridan	2.25

23 & 25, Queen's Road, Hongkong. [81]

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.
QUEEN'S BUILDINGS.

DESIGNS AND Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

Telegrams, "CELESTE," Hongkong.
Telephone, 232.
H. F. CARMICHAEL.
B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]
QUAN WAH & CO.,

ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1899]

AN ACKNOWLEDGMENT.

I and others left Shanghai on the 10th inst., per the s.s. *Fushan*, for Kwangtung on account of the present crisis. As the residents in Shanghai, male and female, had commenced to leave to go to other places for safety, the *Fushan* was crowded with passengers, numbering several hundreds. The weather being extremely hot, we suffered terribly on account of the crowding. Fortunately we, the passengers, were taken good care of by Captain Lunt and the Commanders, Mr. Chan Yuk-man, who made better arrangement and gave us as good accommodation as possible, so that we were made very comfortable without any fear of danger. On the voyage some passengers were seriously attacked by sickness, and some women giving birth to children and some being unable to stand the sickness and the heat, tried to throw themselves into the sea; a case of the latter even occurred when reaching Tiger Pass. When such cases occurred, the Captain and the Commanders tried their best to save and comfort them. All the passengers have now reached the kindness we received from these two gentlemen is so great, I beg one of the passengers, Messrs. several of my fellow passengers as an acknowledgment of our gratitude.

MAK HEW SANG.

and
LEUNG YAU KI.
Hongkong, 20th June, 1900. [2027]

PUBLIC COMPANIES

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE SIXTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, QUEEN'S ROAD CENTRAL, TUESDAY, the 7th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 7th August inclusive.
By Order of the Board of Directors.
T. ARNOLD, Secretary.

Hongkong, 17th July, 1900. [1906]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

- 1.—That, in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and 8th inst. on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.
- 2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.
By Order of the Board.
A. SHELTON HOOPER, Secretary.

Hongkong, 28th March, 1900. [916]
THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Company are hereby requested to attend a P.R. VATEMEETING to be held in the Company's Office, No. 9, Praya Central, on THURSDAY, 26th of July, at 11 a.m.

NEW ADVERTISEMENTS

NOTIFICATION.

IT is hereby notified that the undersigned has been APPOINTED, by His Excellency LIU KUN-I, Superintendent of Southern Trade, to officiate temporarily as INSPECTOR-GENERAL OF CUSTOMS.

F. E. TAYLOR,
Officiating Inspector-General of Customs,
Shanghai, 18th July, 1900. [2052]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are informed that it has been decided to IMPORT AUSTRALIAN PONIES & Subscriptions for our next Race Meeting, 1900 \$250 each. The List will CLOSE to the undersigned on SATURDAY NEXT, the 28th instant.

T. F. HOUGH,
Clark of the Course,
Hongkong, 23rd July, 1900. [2053]

HONGKONG AND CHINA GAS COMPANY, LIMITED.

NOTICE.

THE Company are now EXHIBITING, in the Store of Messrs. KRUSE & Co., a selection of GAS COOKERS, GRILLERS, HEATING STOVES, BATH WATER HEATERS, &c., &c. Inspection invited.

Hongkong, 23rd July, 1900. [2051]

TO LET.

OFFICE and SHOP in BEACONSFIELD ARCADE.

Apply to—
TAM HO,
No. 10, Beaconsfield Arcade,
Hongkong, 23rd July, 1900. [2049]

FOR SALE OR TO LET.

"CRAIGMINT WEST" containing Five Rooms, with Bath-rooms, Out-houses, &c.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 23rd July, 1900. [2050]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"AGLAI" Captain F. Marschall, will leave for the above place TO-DAY, the 23rd instant, at 2 P.M.

For Freight or Passage, apply to
SANDER, WIEBER & CO.,
Agents.
Hongkong, 23rd July, 1900. [6]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"WEIMAR." OF THE NORDDEUTSCHER LLOYD, Captain H. Meyer, due here with the outward German Mail about the 25th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 23rd July, 1900. [8]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"TUENSANG."

Captain Rolfe, will be despatched as above on THURSDAY, the 26th inst., at 5 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st July, 1900. [2045]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship.

"KASHING."

Captain Hopkins, will be despatched as above on SATURDAY, the 28th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd July, 1900. [2047]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"TAMSUI MARU."

Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 26th inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BISSAN KAISHA,
Agents.
Hongkong, 23rd July, 1900. [15]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND STRAITS.

S.S. "AFRIDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st July, 1900. [2046]

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by the Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd July, 1900. [2048]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 20th August.

For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 23rd July, 1900. [1864]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE BADISCHE ANILIN AND SODA FABRIK, a Company incorporated under the laws of the Empire of Germany, and having its principal place of business at Ludwigshafen, in Germany, has, on the 20th June, 1900, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, viz:—The device of a blue circle fancifully intersected by two white lines; upon the circle is impressed in yellow two shields, upon one of the shields being the device of a horse and upon the other the device of a lion holding a small shield with an anchor impressed upon it, in the name of the said THE BADISCHE ANILIN AND SODA FABRIK, who claims to be the sole proprietor thereof.

The TRADE MARK is intended to be used by the Applicant in respect of the following goods, in the following class, viz:—in respect of Aniline Dyes in Glass, upon the 20th June, 1900, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, viz:—The device of a blue circle fancifully intersected by two white lines; upon the circle is impressed in yellow two shields, upon one of the shields being the device of a horse and upon the other the device of a lion holding a small shield with an anchor impressed upon it, in the name of the said THE BADISCHE ANILIN AND SODA FABRIK, who claims to be the sole proprietor thereof.

Dated the 20th day of July, 1900.
DEACON & HASTINGS,
Solicitors for Applicant.

NOTICE.

THE ANNUAL GENERAL MEETING of the PEAK CLUB will be held at the Club premises at 6 P.M. TO-MORROW (TUESDAY), the 24th instant.

By Order of the Committee.
A. J. COMMIJS,
Hon. Secretary.
Hongkong, 21st July, 1900. [2043]

FRESH AUSTRALIAN ROLL BUTTER.

FRESH AUSTRALIAN CREAMERY CHEESE.

Also
ATKINSON'S PERFUMES.
H. RUTONJEE,
5, D'Aguilar Street,
Hongkong, 21st July, 1900. [2036]

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER STEAMER,

very suitably fitted to carry a large number of passengers and cargo.

For Particulars, apply to—
BANKER & CO.,
Hongkong, 14th July, 1900. [1980]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [1521]

AMERICAN PORTABLE WOODEN HOUSES

The Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs.

Particulars on application to—
WOODS & CO.,
4, Queen's Road Central.
Hongkong, 17th April, 1900.

THE INDUSTRIAL ART (MOSAIC TILE FACTORY).

THE Business hitherto conducted under the Style of CASUSO & CO. has now been taken over by myself, and I therefore beg to inform my patrons that I am prepared to execute all orders for Colored Tiles, Mosaics, Artificial Marble and Granite Monuments, Statues, &c., under an improved system, and in an expeditious manner.

All communications should be addressed to the Factory—Nos. 213, 215, 217, Queen's Road East (opposite McGregor Barracks).
J. M. CASUSO.
Hongkong, 20th July, 1900. [2023]

AUCTION.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction TO-DAY (MONDAY), the 23rd July, 1900, at 2.30 P.M., at his Sales Room, Duddell Street, A LARGE QUANTITY OF HOUSEHOLD FURNITURE (of every Description), And

2 AMERICAN BICYCLES (New). 1 BIKESHA (Almost New). On View from Saturday, the 21st July. Catalogues will be issued.

Terms—As Customary.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th July, 1900. [2028]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 24th July, 1900, at 11 A.M., at the Silk Works, Lap Seng Wan (near the Rope Works), THE WHOLE OF THE POWER SILK WEAVING PLANT, &c., comprising—

LOOMS for WEAVING PLAIN and FIGURED SILKS, WINDING and DOUBLING FRAMES, BEAMING and WARPING MILLS, FINISHING MACHINES, One HYDRO EXTRACTOR, &c., &c.

Also
The 16-H.P. (nominal) DOUBLE CYLINDER HORIZONTAL PETROLEUM ENGINE, together with a Valuable Quantity of SHAFTING and PULLEYS.

The whole is in first class working condition and order.

The Mill is now on View and can be inspected by intending purchasers on presentation of an inspecting order to be obtained from the undersigned.

A Steam Launch will leave Pedder's Wharf at 10.30 a.m. for intending Purchasers. Catalogues will be issued prior to Sale.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th July, 1900. [1905]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 24th July, 1900, at 2.30 P.M., at his Sales Rooms, SUNDRY HOUSEHOLD FURNITURE, &c.,

PLUSH COVERED DRAWING ROOM SUITE, MOROCCO COVERED CHAIRS, TABLES, OVERMANTELS, PICTURES and ORNAMENTS, EXTENSION DINING TABLE, SIDEBOARD, BOOKCASE, and WRITING TABLE, CROCKERY, GLASS and PLATED WARE, BEDSTEADS, WARDROBES, BUREAU with REVELLED GLASS, CHEST of DRAWERS, DRESSING TABLES and WASHSTANDS, One COTTAGE PIANO, One COOKING STOVE, One JINRIKSHA, &c., &c.

Terms of Sale—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 21st July, 1900. [2042]

DAVID CORSAIR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX BELLIANT CROWN TAPPAULING ARNOLD, KARBURG & CO. Sole Agents.

AUCTIONS.

GOVERNMENT NOTIFICATION.

No. 354.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 23rd day of JULY, 1900, at 3 P.M., are published for general information.

By Command.
F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 14th July, 1900. [1937]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 23rd day of JULY, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land near Hok Un, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 23rd day of JULY, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land near Hok Un, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

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Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 23rd day of JULY,

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. F. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
5, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day,
99 and 101, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
trained workmen. Bound to Home Work.
BOOKSELLERS AND STATIONERS

W. BREWSTER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings. Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.
THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerial
Water, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.,
Importers, Exporters and Dealers in Japa-
nese Curios, 4, D'Aguilar St. and at Kobe.

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Dinners, Suppers, etc.,
with Meals, 37, 39, Wellington Street.

DRESSERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

WING HOP,
Ladies' Tailor, Dressmaker, Draper, 62,
Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco,
Eastern Branch, Pedder Street,
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN
A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LITTON, LD.,
8 and 10 D'Aguilar Street,
Provision and General Merchants.

H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates, "Tie Charles"
Evaporated Cream, 16, D'Aguilar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road, also
at Shanghai, Manila, Paris and Iloilo.

SUN SHING, Established 1840.
Silks, Gossams, Crêpe-Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 80, Queen's Road Central.

WAI LOONG,
Gold and Silversmith, Silk Dressing, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 85, Queen's Road Central.

HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

E. HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEH CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST,
Broadfield and Grayson Enlargements, Work
done for Amateurs, 2a, Queen's Road, CL.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beconsfield
Arcade, Queen's Road, CL, also Wanchai.
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING,
Rattan Chairs, Matting, Bamboo Blinds,
etc., 73, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo Blinds, Mat-
tings all Colours, 48, Praya Central.

SANG MOW,
Rattan Furniture, Bamboo Screens, Mat-
ting of all Colours, 43, Queen's Road, CL.

SILK GOODS DEALERS
DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguilar Street.

THE GLOBE (TEJUMULU) POHUSING,
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THE BRITISH ARMY.

H. O. ARNOLD-FORSTER, M.P.

SOME LESSONS OF THE WAR.

"THE DEVIL WAS SICK."

History and Scripture are full of examples of lessons that have been taught, but which have never been learnt. Many a warning has been given which has only received attention long after it has become impossible to take advantage of it. That the present war has undoubtedly supplied us with a number of the most valuable object lessons upon all matters connected with our national defence, is beyond question. It is by no means certain that, despite a great deal of fine writing and fine speaking, either the War Office or the country will seriously lay those lessons to heart, or will profit by them when peace returns. There is an ancient proverb, none the less true because it is somewhat vulgar in form, "The devil was sick, the devil a monk would be; the devil was well, the devil a monk was he." Probably one of the greatest dangers which beset the country at the present moment is that of the return of our usual self-confidence and apathy with the return of peace. There will be many persons interested in sending the country to sleep again, and, unfortunately, the country does not always take a profound interest in keeping awake. It is well, therefore, while we still have our eyes open and are still in the mood to learn, to examine the lessons which the war has taught, or is capable of teaching.

THE CRISIS AND THE WAR OFFICE.
In the first place it has taught us that generally speaking everything which has been said by those who for years past have criticised our Military institutions, was true. This fact is not without importance. The lesson to be learnt from it is not that A, B, and C were wiser than their neighbours, but is of a different kind altogether. The lesson to be learnt from it is that the people of this country are wrong in assuming a statement to be true merely because certain people in authority make it, or that it is untrue because it is made only by unprofessional and unofficial persons. For years the War Office has been asserting that a particular set of arrangements were adequate and satisfactory. For an equal length of time outside observers have declared that all reason and all experience went to show that the arrangements were not adequate or satisfactory and that when subjected to the test of war they would fail in certain essential particulars. War has come, has applied the test of fact to the conflicting opinions, and judgment has gone on behalf of the critics, and against the officials. The lesson to be learnt from this fact is a very important one, namely, that in the future the people of England will be wise to judge all naval and military questions by the same rules of commonsense which they are accustomed to apply to their own business concerns, and not to attribute any weight to a pronouncement merely because it comes from the lips of a Parliamentary official, or is made on behalf of a Government department.

SOME CHANGES THAT HAVE BEEN MADE.
But let us leave generalities and come to particulars. Here are some of the principal criticisms which have been made upon our military system as it has hitherto existed. It has been said—

1.—That no combined plan of operation for the defence of the Empire in any given contingency has ever been worked out or decided upon.

2.—That our military organisation was not suited to the needs of the nation, and that when put to the test it would fail to do those things which might reasonably be demanded of it.

3.—That owing to the faulty system adopted no efficient body of men could be despatched from this country in an emergency without either destroying the whole regimental system at home or calling up the reserves.

4.—That the Reserve, when called up, would prove to be not a reserve at all, but that the reservists would take the place of the men actually serving, and to such an extent that in order to send an army into the field the whole organised military resources of the country would be exhausted.

5.—That in maintaining a large force of Militia and Volunteers at home, without any of the organisation or equipment necessary to transform a crowd into an army, the War Office was squandering the public money, trifling with the nation, and exposing the country to the gravest dangers.

6.—That the supply of artillery, both horse and field, was totally inadequate, and that the guns for both these branches, and also those assigned to the garrison artillery, were insufficient in numbers and, in some important respects, unsatisfactory in quality.

7.—That the absence of any proper training of field officers at home would be certain to lead to disaster in war.

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Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism, no matter how severe nor from what cause, that cannot immediately be relieved and permanently cured by Little's Oriental Balm. People who have tried a hundred remedies, liniments, and doctors are apt to be resigned to their fate. They come to believe that there is no such a thing as a cure for Rheumatism. They have been disappointed so many times that another trial seems almost useless. To all such we say, try Little's Oriental Balm faithfully and patiently, and you will soon rejoice at the return of your precious health. Many a person was cured through Little's Oriental Balm by the use of a single bottle, others have used from 3 to 6 bottles to obtain the same result. In only very rare and exceedingly obstinate cases were more than 6 bottles necessary. Sold at Re. 1 per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, LD.

8.—That the absence of any organised Staff during peace time would prove a disadvantage in time of war.

9.—And lastly (omitting many smaller points), that the War Office would be compelled, under the stress of war, to attempt to do in the face of the enemy all those things which it had refused to do in time of peace, and which it had declared to be unnecessary or undesirable.

The war has shown us that everyone of these charges was "well and truly laid."

THE ABSENCE OF DESIGN.
To begin with it is clear that up to the end of October last, "no sufficient provision had been made by either service for the wants of the other," and that "no combined plan of operation for the defence of the Empire in any given contingency, had ever been worked out." There can be no doubt about this.

It is true that the navy co-operated with the army, much to the advantage of the latter, but no one in his sense can pretend that the despatch of naval guns to Ladysmith at the last moment, and the robbing of the sides of their complements in order to add to the number of the infantry on shore, was part of any combined plan of operations for the defence of the Empire. Still less can it with any reason be suggested that 7,000 men were withdrawn from India, and that every one of the Colonial garrisons, Aden, Malta, Gibraltar, Mauritius, and Halifax, not to speak of Cyprus and Egypt, was deprived of its troops in pursuance of any organised plan for the defence of the Empire. There could have been no such plan, for it stands to reason that in any war except the particular one in which we happen to have been engaged, such transfers could only be described as criminal folly. In a war with any European Power, so far from being able to take 7,000 men from the garrison of India, we should be compelled at the outset to despatch 20,000 men to that country, not to reinforce the garrison, but simply to bring it up to war strength. In the same way the Colonial garrisons would have required troops from home, and it would have been out of the question to look to them to supply reinforcements. Nor does it require any special knowledge to perceive that in any war other than one with a small inland Power, such as the Transvaal, the withdrawal of the crews of the sea-going ships would have been a step that would have called for the impeachment of the First Lord of the Admiralty who sanctioned it. The present war therefore has taught us that we have made no sufficient provision for the defence of the Empire, and that we have not yet got a plan for the defence of the Empire in any given contingency.

OUR MILITARY SYSTEM AND OUR NATIONAL NEEDS.
The war has also taught us that beyond all doubt our military organisation is not suited to the needs of the nation, and that when put to the test, it is bound to fail in doing those things which may reasonably be demanded of it. Very little reflection will show how true this is. The proof of it is at this moment before our eyes. We have become engaged in a war with two small African states. In order to carry it to a successful conclusion, we have had to utilise every man of our available army, and to call into existence an irregular or supplementary force of no less than sixty thousand men, who have all been raised, or made available, since the war began, and whose services were neither contemplated nor reckoned on in any scheme made by the War Office. For the purposes of bringing the war in Africa to a conclusion, the force thus raised appears to be adequate. But at home what do we see? We see absolute chaos. We see nearly 400,000 men all ready to serve, but without organisation, without equipment, without even the weapons necessary to enable them to take the field. We see every sign of panic in high places; we see millions being spent in a hurry in the almost hopeless effort to overtake the neglect of past years. The Prime Minister himself recommends a course of Rifle Clubs as a way out of our admitted difficulties, and everyone talks of the absolute need for an entire re-organisation of our system. And why? Not because any new conditions have been developed, but because the test of war has been applied to our organisation, and has proved to demonstration that the organisation is rotten.

NO TROOPS FOR AN EMERGENCY.
Another lesson the war has taught us. It has taught us that we cannot despatch any "best body of troops from this country in an emergency, without either destroying the whole regimental system at home, or calling up the reserves. The truth of this statement will be more clearly demonstrated in another article.

It is sufficient here to point out that when our troops were fighting for their lives against a superior enemy in Natal, it was not found possible to despatch one single complete battalion for their relief from the entire establishment of 108,000 men maintained in the United Kingdom. In view of the fact that sudden emergencies are the rule and not the exception in the history of this country, it is obvious that the lesson which has just been referred to, is one which we ought to lay to heart. We ought to make up our minds in the future that there shall always be a certain force of all arms instantly available for despatch in any emergency.

THE RESERVES AND THEIR VALUE.
We have relied greatly upon the Reserves and have been justified in doing so. But the war has taught us, what indeed everyone who had really studied the question knew before, that our Reserve was, and is, a reserve in name only, and that when war came we should have to use up the whole of the Army Reserve, not to supplement the regular army, but to fill up the places of incompetent men, for whose upkeep the country paid, but whose services it did not receive in time of war. This point also will be further explained, and details given with

regard to it, it is enough here to point out that when the whole army had been mobilised, 80,000 men of the First Class Army Reserve were found to have taken the places of 100,000 competent soldiers; in other words that we had returned to the precise position which the country occupied in the Crimean War, when we had a first line of undoubted excellence, and behind it nothing but a crowd of unorganised and incompetent recruits.

THE MILITIA AND VOLUNTEERS.
The war has also taught us, what indeed everybody who had ever given any consideration to War Office problems at all, knew perfectly well, namely, that in maintaining a large force of Militia and Volunteers at home, without any of the organisation or equipment necessary to transform a crowd into an army, the War Office was squandering public money, trifling with the nation, and exposing the country to the gravest dangers. The thing was really so plain as to be beyond argument. Every year the absurdity of our arrangements was pointed out by all sorts and conditions of men, by experienced soldiers, by Militia and Volunteer officers, and by Members of Parliament. Every year with perfect regularity the doubters were assured that all was well, and that their claims were groundless. Of course two and two continued to make four, even though it did not suit the War Office to admit it. Directly the war came the inevitable happened. It instantly became evident that the Militia and Volunteers as they existed, and as the War Office had chosen to make them, were not available for war purposes. In consequence, all sorts of hasty schemes are now being prepared in order to do in a hurry what ought to have been done at leisure. Guns are being made by the hundred, the Volunteers are to receive special training, the Militia, wonder of wonders, are to receive stores and equipment. In a word, playing at soldiers is to cease, at any rate until the public ceases to be troublesome.

PEACE TRAINING AND ORGANISATION.
Other lessons the war has taught us, which there is not space to dwell upon here, but which must be referred to at a later stage. We have learnt that the training of our officers in peace time has much to be desired. That the practice of never leaving any organised force without a leader, and of never leaving a leader without a force, is a defect in our military organisation, and a defect which we must correct.

And we have learnt what to some people was apparent before, namely, that we were not justified in relying upon the War Office as at present constituted, to do what is right and sensible, merely because it is right and sensible, but that pressure, and pressure alone, will compel the War Office officials to take a serious view of their duties. This pressure may be applied in different ways. It may be applied by agitation in peace time, or it may be applied by the necessities of war, but until it is applied, nothing has been, or ever will be, done. This is not an exaggeration or over-statement. The proof is that though immense sums are now being expended, and great changes are promised, no new set of circumstances has really made the expenditure or the changes necessary. They were necessary before, but they are only made now because those who are to carry them out are compelled to get.

ENCOURAGING LESSONS.
There are happily also many encouraging lessons which the war has taught us. It has taught us that we can rely upon the courage and patriotism of our Colonial fellow-subjects. But in connection with this branch of the question we have also learnt that no organisation existed at the outbreak of the war by which the goodwill and material resources of the Colonies could be utilised. All that was done was done at the last moment, and by what may be called "emergency measures." The circumstances of the South African war enabled us to profit greatly even by services rendered under such conditions. But it would be a great mistake to suppose that the circumstances of this particular war are likely to be repeated, or that we shall be permitted on another occasion to postpone the work of preparation and organisation till the armies are actually engaged. This war has taught us that as far as any preparation or organisation on the part of the War Office was concerned, the Colonies might have been nonexistent. No aid came from them in pursuance of any plan sanctioned or prepared beforehand by the military authorities. We have by no means exhausted in this article the lessons of the war, but we have enumerated some of them. It is not pleasant to think what might have happened if these painful truths had been brought home to us in the course of a great European war.

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Several of the Royal Reserve Battalions at Aldershot were unable to parade on the Queen's Birthday because they were still without arms.

NOTICES OF FIRMS.

NOTICE.

THE PROCURATION given to Mr. JOHN NAISMITH on 1st February, 1899, is hereby WITHDRAWN.
Mr. SAMUEL EDMOND BEETON is authorised to SIGN the name of our firm in PROCURATION from this date.
HERBERT DENT & CO. [1862]
Canton, 60th June, 1900.

NOTICE.

WE have this Day ESTABLISHED ourselves in Business, under the Firm Name of, SPOONER & WILSON, as GENERAL PASSENGER BROKERS and COMMISSION AGENTS.
Dated the 13th day of July, 1900.
J. J. SPOONER.
H. WILSON.

THE TRADE MARKS ORDINANCE OF 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that Messrs. SIEMSEN & CO., of Victoria in the Colony of Hongkong, have, on the 13th June 1900, applied for the Registration in Hongkong in the Registry of Trade Marks of the following TRADE MARKS—

- The distinctive device of a Lion couchant with a flag on either side with the letter "S" on each, the whole surmounted by a Crown.
- The distinctive device of a Chinese Mandarin seated in an ornamental sedan chair carried by two bearers along a path or roadway.
- The distinctive device of an Eagle standing on a chimney.
- The distinctive device of a Watermill in a tract of country worked by two men.
- The distinctive device of an Old Man squatting beneath a tree with a Goat on either side of him.
- The distinctive device of a Boy, carrying a trumpet over his right shoulder and holding a dog by a chain in his right hand and carrying a cross bow in his left.
- The distinctive device of a Sea Horse.
- The distinctive device of a Lancer riding on horse back.
- The distinctive device of a Dog standing.
- The distinctive device of two flags with their tails crossed and held in the claw of a bird.
- The distinctive device of a Vase with three flags inverted therein.
- The distinctive device of a Goat standing.
- The distinctive device of a Stag and Stork standing underneath a tree.
- The distinctive device of two Cocks standing facing each other.
- The distinctive device of two Men standing, talking to each other.
- The distinctive device of a Deer standing on a rock.
- The distinctive device of the Heads of a Lion and a Dragon facing left and right respectively and surmounted by a Crown.
- The distinctive device of a Chinaman and a Buffalo ploughing in a field.
- The distinctive device of a Zebra erect upon a groundwork consisting of a field or plain, the whole surmounted by a fancy ornamental bordering.
- The distinctive device of an Oriental Woman sitting on a couch smoking with a female servant standing on her right side fanning her, the whole surmounted by an ornamental bordering.

In the name of the said Messrs. SIEMSEN & CO., who claim to be the sole proprietors thereof.

The said TRADE MARKS have been used or are intended to be used by the Applicants in respect of the following goods respectively in the following classes respectively—

- In respect of chemical substances used in manufactures, photography, or philosophical research and anti-corrosives, in class 1; in respect of raw or partly prepared vegetable, animal and mineral substances used in manufactures, not included in other classes, in class 4; in respect of cotton piece goods of all kinds, in class 24; and in respect of cloths and stuffs of wool, worsted or hair in class 34.
- The like.
- The like.
- The like.
- The like.
- The like.
- In respect of chemical substances used in manufactures, photography, or philosophical research and anti-corrosives, in class 1; and in respect of raw or partly prepared vegetable, animal and mineral substances used in manufactures, not included in other classes, in class 4.
- The like.
- In respect of cotton piece goods of all kinds, in class 24; and in respect of cloths and stuffs of wool, worsted or hair, in class 34.
- The like.
- The like.
- The like.
- The like.
- The like.
- The like.

Facsimiles of the said TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 23rd June, 1900.
DEACON & HASTINGS,
Solicitors for the Applicants.

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Hongkong, 17th July, 1900. [190]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON & C. VIA PORTS OF CALL	CORONANDEL	Brit. str.	—	R. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th Aug. at Noon.
LONDON VIA SUEZ CANAL	BALEAF	Brit. str.	—	Bardett	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON VIA SUEZ CANAL	BALEAF	Brit. str.	—	Bardett	BUTTERFIELD & SWIRE	On 21st Aug.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 10th Aug.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	—	Grosch	MELCHERS & CO.	On 26th inst. at Noon.
MARSEILLES, & C. VIA PORTS OF CALL	TONKIN	Fr. str.	—	Dupuy Fromy	MESSAGERIES MARITIMES	On 27th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, S. POKE, & C.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
MARSEILLES, & C. VIA SPORE, & C.	WAKABA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th Aug. at Daylight.
MARSEILLES & LONDON	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th Aug.
HAVRE & HAMBURG	NURNBURG	Ger. str.	—	Pfaff	CARLOWITZ & CO.	On or about 14th Aug.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Brauer	CARLOWITZ & CO.	On or about 14th Aug.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Binner	CARLOWITZ & CO.	On or about 15th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Kreoh	CARLOWITZ & CO.	On or about 30th Sept.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	—	—	CARLOWITZ & CO.	On 28th inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Brit. str.	—	—	CARLOWITZ & CO.	On or about 4th Aug.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	CARLOWITZ & CO.	On or about 20th Aug.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	—	CARLOWITZ & CO.	On or about 24th Aug.
NEW YORK VIA SUEZ CANAL	BRECKENSHIRE	Brit. str.	—	—	CARLOWITZ & CO.	On 28th inst.
VICTORIA, B.C., & TACOMA V. ANCOV. & C.	IZUMI MARU	Jap. str.	—	W. E. Craven	NIPPON YUSEN KAISHA	On 30th inst. at 4 P.M.
VICTORIA, B.C., & C. VIA SHANGHAI, & C.	TARTAR	Brit. str.	—	M. J. Curran	CANADIAN PACIFIC R. CO.	On or about 15th Aug.
VICTORIA & VANCOUVER, B.C. VIA MOH. & C.	EMPEROR OF CHINA	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th Aug.
VANCOUVER, & C. VIA SHANGHAI, & C.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 4th Aug.
PORTLAND, OREGON, & C.	DORIS	Brit. str.	—	—	O. & S. S. Co.	On 7th Aug. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 16th Aug. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	CHINA	Amr. str.	—	—	PACIFIC MAIL S. S. Co.	On 31st inst. at Noon.
SAN DIEGO, & C. VIA FOCHOW, KOBE, & C.	CARLEIGH CITY	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 6th Aug.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Ellis	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Moore	GIBB, LIVINGSTON & CO.	On 19th Aug. at 5 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Krebs	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C. H. S. Tonque, R.N.R.	P. & O. S. N. Co.	On 5th Sept. at Noon.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On or about 4th Aug.
SHIMONOSEKI	PAKHOI	Amr. str.	—	F. Marochino	BUTTERFIELD & SWIRE	On 3rd Aug. at Daylight.
SHANGHAI	YAWATA MARU	Jap. str.	—	G. W. Gordon, R.N.R.	SANDEW, WELER & CO.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHUSAN	Brit. str.	—	C. T. Denny	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI, NAGASAKI, HOBOK & YOKOHAMA	WEIMAR	Ger. str.	—	M. Mayer	MELCHERS & CO.	On or about 3rd Aug.
SWATOW, AMOY & TAIWAN	TAMU MARU	Jap. str.	—	S. Nagata	MITSUBI BUSSAN KAISHA	Quick despatch.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	I. Sato	MITSUBI BUSSAN KAISHA	On 29th inst. at Daylight.
MANILA	YUENANG	Brit. str.	—	R. W. Almond	SHEWAN TOMES & CO.	On 27th inst. at Daylight.
MANILA	YAWATA MARU	Jap. str.	—	Roife	JARDINE, MATHESON & CO.	To-day, at 5 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
CEBU & ILOILO	KASHING	Brit. str.	—	Pennedather	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Hopkins	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	Fayne	JARDINE, MATHESON & CO.	On 27th inst. at Noon.
				S. Kawamura	NIPPON YUSEN KAISHA	On 28th Aug. at Noon.

SHIPPING.

ARRIVALS.
 July 20, CHITTAGONG, British str., 1,241, C. R. Corfield, Moji 13th July, Coals.—DODWELL & CO. LIMITED.
 July 21, BENYUEN, British steamer, 1,467, Potter, Moji 15th July, Coals.—GREEN, LIVINGSTON & CO.
 July 21, KWANGLOO, Chinese str., 1,505, R. Lincoln, Shanghai 17th July, General.—CHINESE.
 July 21, APRIDI, British str., 2,554, S. Golding, Singapore 14th July, General.—DODWELL & CO. LIMITED.
 July 21, LOONGMOON, German str., 1,245, Schulz, Canton 20th July, General.—SIMPSON & CO.
 July 21, FAKU, British str., 1,248, Williams, Canton 20th July, General.—BUTTERFIELD & SWIRE.
 July 21, APRNAD, German steamer, 611, Bondixon, Haiphong 19th July and Hollow 20th, General.—JESSEN & CO.
 July 21, WARVIA, British transport, 5,000, J. R. P. Alexander, Calcutta 8th July.—GOVERNMENT.
 July 21, IYAMA, British transport, 3,362, H. G. Croft, Calcutta 7th July.—GOVERNMENT.
 July 21, CHINA, American str., 3,187, W. B. Sealbury, San Francisco 22nd June and Shanghai 19th July, Mails and General.—P. & O. S. N. Co.
 July 21, ANPING MARU, Japanese str., 1,053, Sato, Amoy and Swatow 20th July, General.—M. B. KAISHA.
 July 21, GOLIAH, British battleship, 12,950, Lewis Wintz, England 9th June.
 July 21, SIAM, British str., 992, H. Holton, Bangkok 15th July, Rice and Wood.—BRADLEY & CO.
 July 22, AGALIA, Austrian str., 1,173, Marochino, Singapore 16th July, General.—SANDER, WELER & CO.
 July 22, CHIVUEN, American str., 1,177, Wm. Jamieson, Shanghai via Fochow 15th July, General.—CHINESE.
 July 22, HONGKONG, French str., 862, Pannier, Haiphong and Hollow 21st July, General.—A. R. MARVY.
 July 22, BALLABAR, British transport, 4,814, C. T. Denny, R.N.R., Bombay 8th July.
 July 22, WINGWANG, British str., 1,517, T. H. Sellar, Shanghai and Swatow 21st July, General.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
 21st July.
 Hermes, Norwegian str., for Hongkong.
 Loongmoon, German str., for Shanghai.
 Maideuru Maru, Jap. str., for Swatow.
 Nanyang, German str., for Saigon.
 Jowaride, German str., for Hongkong.
 Hironen Maru, Japanese str., for Nagasaki.
 Keongwai, British str., for Swatow.
 Afghanistan, British str., for New York.

DEPARTURES.

July 21, EASTERN, British str., for Kobe.
 July 21, VALLITA, British str., for Europe.
 July 21, HONGKONG MARU, Japanese str., for San Francisco.
 July 21, TOONAN, Amr. str., for Shanghai.
 July 21, THALES, British str., for Swatow.
 July 21, KATSUNO MARU, Japanese str., for Shanghai.
 July 21, KASUGA MARU, Japanese str., for Nagasaki.
 July 21, KAWAGOE, British str., for Canton.
 July 22, KEMBA, Norw. str., for Hongkong.
 July 22, LOONGMOON, Ger. str., for Shanghai.
 July 22, MAIDZURU MARU, Japanese str., for Swatow.
 July 22, NANYANG, German str., for Saigon.
 July 22, APENABE, German str., for Hoilow.
 July 22, HIKOSAN MARU, Jap. str., for Nagasaki.
 July 22, KEONGWAI, British str., for Swatow.
 July 22, APHANISTAN, Brit. str., for New York.
 July 22, IYAMA, British transport, for Taku.
 July 22, WARORA, British transport, for Taku.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Changsha, Argus, Tachow, Wuchow, Trifos, Algora.
 COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORT.

The British steamer *Chitragong*, from Moji 13th July, had strong S.W. winds and high seas to Turbunat Island. From Turbunat to port moderate winds and fine weather, strong current throughout.
 The American steamer *Chiyuen*, from Shanghai via Fochow 15th July, had light to moderate S.W. winds and clear weather with high swell to Fochow. From there to port light S.W. breezes and fine weather.
 The British steamer *Kwongkee*, from Shanghai 17th July, had fine clear weather and moderate E.S.E. winds to Bonham; thick fog off Steep Island; thence to Lamcoke strong S.W. winds; thence to port light southerly winds and fine, clear weather; smooth sea. July 19th spoke a British cruiser and two British troopships, both bound for the North.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI.

"PAKHOI" will be despatched as above TO-DAY, the 23rd inst. at Noon, instead of as previously notified.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th July, 1900. [1938]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"MENMUIR," Captain R. W. Almond, will be despatched as above TO-DAY, the 23rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
 A Doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 18th July, 1900. [3003]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR," Captain Jackson, will be despatched as above on WEDNESDAY, the 25th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd July, 1900. [1758]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG," Captain Payne, will be despatched as above on FRIDAY, the 27th inst. at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 20th July, 1900. [2925]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU" (3,800 tons gross, Captain A. E. Moses), will be despatched for the above port on FRIDAY, the 27th inst., at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
 Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to A. S. MIHARA, Manager.
 Hongkong, 18th July, 1900. [3014]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG," Captain Pennedather, will be despatched as above on SATURDAY, the 28th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd July, 1900. [1928]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA" will be despatched for the above port on SATURDAY, the 28th inst.

For Freight, apply to SHEWAN, TOMES & CO., Agents.
 Hongkong, 10th June, 1900. [1049]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

SHANGHAI NAGA-SAKI, KOBE and YOKOHAMA

SHANGHAI { CHUSAN { About 3rd { Freight or Passage.
 { C. T. Denny { August

LONDON, & C. { COROMANDAL { Noon, 4th { See Special Advertisement.
 { F. W. Vibert, R.N.R. { August

YOKOHAMA VIA NA-ROHILLA { About 4th { (Passing through the Inland
 GASAKI and KOBE { C. H. S. Tonque, R.N.R. { August { Sea). Freight or Passage.

MARSEILLES AND BANCA { About 14th { Freight.
 LONDON { G. W. Babot { August

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th July, 1900. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HITACHI MARU { MARSEILLES, LONDON, and { FRIDAY, 27th July, at
 G. Anderson { ANTWERP, VIA SINGAPORE, { DAYLIGHT.
 { PENANG, COLOMBO & PORT
 { SAID

YAWATA MARU { SYDNEY and MELBOURNE, VIA { FRIDAY, 27th July, at
 A. E. Moses { MANILA, THURSDAY ISLAND, { 4 P.M.
 { TOWNSVILLE & BRISBANE.

IZUMI MARU { VICTORIA, B.C., and SEATTLE, { MONDAY, 30th, July, at
 M. J. Curran { U.S.A. VIA SHANGHAI, KOBE { 4 P.M.
 { and YOKOHAMA

KAWACHI MARU { KOBE and YOKOHAMA { FRIDAY, 3rd Aug., at
 J. S. Thompson { DAYLIGHT.

MIKE MARU { BOMBAY VIA SINGAPORE and { WEDNESDAY, 8th Aug., at
 S. Kawamura { COLOMBO { NOON.

WAKABA MARU { MARSEILLES, LONDON, and { FRIDAY, 10th Aug., at
 J. B. Macmillan { ANTWERP VIA SINGAPORE, { DAYLIGHT.
 { PENANG, COLOMBO & PORT
 { SAID

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
 Hongkong, 23rd July, 1900. [12]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing. Steamer. Tons. Captain. Proposed Sailing.

BRECKENSHIRE 3,567 G. E. Elliott July 25 MONSHIRE 2,872 J. Kennedy Aug. 4

VICTORIA 3,502 J. Pantou Aug. 7 BRAEMAR 3,601 W. Watt Aug. 25

QUEEN ADELAIDE 2,833 F. McNair Aug. 20 ARGVILL 2,907 W. S. Thomson Sept. 29

DUKE OF FIFE 3,821 J. S. Cox Sept. 5 MONSHIRE 2,872 J. Kennedy Oct. 29

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG to LONDON, 247.
 First class Table. Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 241.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, 228.
 The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER and St. MICHAEL.

HONGKONG to YELLOWSTONE PARK and BACK, 235 10s. 0d.
 * This route covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CRYSTAL and return, Sleeping and Dining Car accommodation, TACOMA or Portland to Livingston and return, and Stage Coach transportation, Chinabur to Mar-moth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 6th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
 Hongkong, 24th May, 1900. [10]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
STUTTGART	THURSDAY	28th July
KONIG ALBERT	THURSDAY	9th August
WEIMAR	THURSDAY	23rd August
PRINZ HEINRICH	THURSDAY	6th September
PREUSSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAYERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
PRINZ HEINRICH	WEDNESDAY	26th December

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain Gresh, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 24th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 25th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 25th July. Contents of Packages are required. No Parcel Receipts will be signed for, less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th July, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, DUEBOUTI,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Dupuy Fromy, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Passes until 3 P.M. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th July, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 31, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 25, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,

Acting Agent.

Hongkong, 6th July, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "COROMANDEL," carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 23rd July, 1900.

VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROR. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship
"ALBENGA,"
Capt. Petersen, will be despatched for the above port on or about 4th August.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 12th July, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPPER AND SANTA FE
RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.
S.S. "STRAIGHT" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 3rd August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 10th July, 1900.

S.S. "CARLISLE CITY" About 6th Aug.

S.S. "STRAIGHT" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 3rd August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents,
Hongkong, 10th July, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

TUESDAY, Aug. 7, at Noon.

COTTA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

SATURDAY, Sept. 1, at Noon.

GABRIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,

Acting Agent.

Hongkong, 14th July, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tazewell, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Capt. Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber, which enables the supply of Fresh Provisions to be maintained throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th July, 1900.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"CALCHAS,"
Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates.)

THE Company's Steamship

"SARFEDON,"

Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1900.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," Commander H. Pybus, R.N.R., 4,425 Tons Gross Register, will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA and YANCOUVER, B.C., via MOJI, KOBE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to

D. N. BROWN,
General Agent.

Hongkong, 21st July, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

SATURDAY, Oct. 6, 1900, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,

Acting Agent.

Hongkong, 23rd June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPBUS,"

will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"

Captain W. E. Craven, will be despatched as above on or about the 24th August.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 20th July, 1900.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBERTS-HOHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, the Steamship

"MÜNCHEN,"
(4,534 Reg. Tonnage),
Captain Krebs, with Mail, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 10th July, 1900.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

These vessels bring on Cargo:

From London, &c., ex s.s. India, Parramatta and Arabia.

From Australia, ex s.s. Oceana.

From Madras, ex s.s. Zennia.

From Persia Gulf, ex s.s. Mahomudi, H. Balckow, Asyria and Kilia.

From Zanzibar, &c., ex s.s. Nizam.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 25th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 19th July, 1900.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"EVA,"

Captain Petersen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & GO.,
Agents.

Hongkong, 17th July, 1900.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ORESTES"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th July, 1900.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"RHIPBUS"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th July, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 25th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be counterchecked by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th July, 1900.

TO LET.

TO LET.

"HARFORD"—MAGAZINE GAP.

13, PRAYA CENTRAL, Rooms on 2nd Floor.

A HOUSE in RIPON TERRACE.

A GODOWN in DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 19th June, 1900.

"THE EYRIE."

AT the PEAK, close to summit, delightfully cool and healthy.

TO BE LET, FURNISHED.

Immediate possession can be had.

For Particulars, apply to—

R. C. WILCOX,
8, Beaconsfield Arcade.

Hongkong, 15th June, 1900.

TO LET.

A FURNISHED HOUSE at MORETON HILL, with immediate possession.

THE WEATHER.

HONGKONG, 20th July,

No. of	ISSUE	PAID	LAST DEPOSIT	CLOSING QUOTATIONS
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Stocks.	No. of Shares.	Issue Value.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation Ltd.	80,000	\$155	\$123	30/- div. & 10/- bonus on 1/11/94 - 30/11/94 for 2nd half year '93	203 p. ct. pr. = \$500 [sell]
Bank of China & Japan, Ltd.	100,000	28	2		41.
Do. Deferred	1,250	41	21	None	43. 53.
National Bank of China, Ltd.	15,070 A	410	46	2/8 for 1893	\$27, buyers
Do. Founders' Shares	20,055 B	410	46	2, 5/11, 17 = \$1.38 for '93	\$27, buyers
	750 shares	41	21		\$24
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$256	\$50	30 p. ct. = \$18 for 1898	\$281, sales & seller
China Traders Ins. Co., Ltd.	25,000	\$53.43	\$25	30 p. ct. for 1897 and 30 p. ct. for 1898	\$281, buyers
North China Ins. Co., Ltd.	5,000	4100	425	5 p. ct. paid = 10 p. ct. in all for 1898	118. 165
Yantaize Ins. Assocn. Ltd.	8,000	\$100	\$50	30 = 10 p. ct. for 1897	\$121, sellers
Canal Insurance, China, Ltd.	10,000	\$240	\$50	\$11 for 1898	\$132, sellers
Strait Insurance Co., Ltd.	20,000	\$100	\$20	5 p. cent. for 1895	51.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$255, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$30 for 1898	\$79, sellers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 31/12/93	\$304, sellers
Indo-China S. S. Co., Ltd.	60,000	210	210	10 p. ct. & 2 p. ct. bonus for '93	570, sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$20	20 p. cent. for 1899	205, old sellers
	14,000	\$50	\$20	ex ord. capital	516, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. cent. for year ending 30/9/93	\$43, sellers
China Mutual S. S. Co., Limited, Preference	20,000	210	210	Final of 5 p. ct. = 10 p. ct. for 1898 on pre-1898	471, buyers
Do. Ordinary	20,000	210	210	10 p. ct. & bonus of 3 p. on Ord. account '93	210 1/2.
Do. do.	20,000	210	210	10 p. ct. & bonus of 3 p. on Ord. account '93	20 5/8, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ended 30/4/00	\$18
Shell Transport & Trading Co., Limited	18,000	4100	4100	Final of 5 p. ct. = 8 p. ct. for 1899	\$41
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of \$5 = \$7 for '99 paid out of Equaln. fund	\$114, sellers
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$38
MINING.					
Punjom Mining Co., Ltd.	40,000	\$8	\$7	None	\$34, sellers
Do. Preference	30,000	81	81	None	\$20.
Société Fran. des Char- bonnages du Tonkin	16,000	Fr. 250	Fr. 250	None	\$80, sellers
Queens ams, Limited	400,000	25 cts.	25 cts.	None	15 cents, sales & seller
Jobebu Mining and Tra- ding Company, Ltd.	45,000	\$5	\$5	6 p. ct. half year end. 31/7/94 (coupon 9)	\$11 sellers
Raub Australian Gold Mining Co., Limited	200,000	21	16/30	1 shilling 51 cts., 10th div. on 7/7/90	\$50
Others Freehold Mines, Limited	A 15,000	\$5	\$5	None	\$24
Great Eastern and Cal. Gold Mining Co., Ltd.	B 45,000	\$5	\$41		\$24
Do. Preference	140,000	\$4	\$3	First year	20 cents, sellers
Do. Preference	70,000	\$1	\$1		40 sales & cents

The H. A. L. steamer *Alecia*, from *Hambur*, left Singapore for this port on the 20th inst. and may be expected here on or about the 25th inst.

The P. & O. steamer *Juca* left Singapore for this port on the 20th inst., at 10 a.m.

The steamer *Catherine Apcar*, from Calcutta, left Singapore for this port on the 20th inst.

The N. Y. K. steamer *Yacuda Maru* left Kōbe via Nagasaki and Moji on the 18th inst., and expected here on the 24th inst.

The N. Y. K. steamer *Hitachi Maru* left Kōbe via Moji on the 18th inst., and is expected here on the 25th inst.

The C. & O. steamer *Carlisle City* left Yokohama on the 14th inst., and may be expected here on, or about 29th inst.

The C. P. R. steamer *Tartar* left Vancouver on the 12th inst., and is due at Hongkong on the 4th proximo.

PASSED THE CANAL.

OUTWARD.—2nd June.—*Englebe*, 9th June.—*Erzherzog*, *Mulihra*, 13th June.—*Arca*, *Liou*, *Chio*, *Covera*, 27th June.—*Alessi*, 29th June.—*Glavus*, *Glenest*, *Narabur*, *Java*, *Broadwaigne*, 3rd July.—*Chino*, *Copack*, *Rufire*, *Meuzer*, *Larvanga*, 6th July.—*Ernest Simons*, *Anapa*, *Kirkadal*, *Emma*, 10th July.—*Carmarthenshire*, *Bo*, *hurg*, 15th July.—*Scatavara*, *Bergesheim*, *Hector*, *Oleska*, *Kawachi Maru*, *Sami*, *Robely*, 17th July.—*Shanghai*, *Yorro*, 27th July.—*Izou*.

HOMEWARD.—2nd June.—*Mecham*, 27th June.—*Japan*, 10th July.—*Sackeen*, 17th July.—*Prinz Heinrich*, *Uda Maru*, *Agamemnon*, 29th July.—*Drummond*, *Dionised*, *Silvesta*.

ARRIVALS AT HOME.—*Indus*, *Glendaniel*, *Chino*, *Tantalus*, *Petrolus*.

PASSENGERS.

ARRIVED.

Per *Aprill*, from Singapore, 250 Chinese.
Per *Agneside*, from Shanghai, Mrs. Crawley.
Dr. Peterson and 292 Chinese.
Per *Wingsang*, from Shanghai &c., Rev. Mann, Fleischer, Schatz, Nagel, Kutter, He and Mrs. Leonardt, Rev. and Mrs. Schatz and 239 Chinese.
Per *China*, from San Francisco, &c., Miss C. Annan, Mrs. C. W. Barber and child, M. and Mrs. B. D. Barnard, Mr. and Mrs. C. L. Farman, Jr., Messrs. H. Froedereich and H. A. Leque, Mrs. C. Petersen, child and servant, Miss E. Smith, Mr. and Mrs. R. Wildman, two children and two servants, Mr. P. Boteler, Lieut. D. H. Biddle, U.S.N., Mr. C. L. Dubain, Lien and Mrs. G. S. Gibbs, Messrs. E. Knoyf,

DEPARTED.

PEERLESS SCOTS WHISKIES.
OF
HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at	\$12.00
3 Star, LIGHTER—Exquisite, best in the World for Club or Private use at	\$19.00

Stop drinking rank, Smokey Stuff, because "it comes through the Soda"—
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smokey, delicate flavours.
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

OF
BIRMINGHAM, ALABAMA 35203

HARG & HARG, LD., DISTILLERS SINCE 1878.

3 Star. SPECIAL—The finest of all "Peg" WHISKIES at	\$12.00
5 Star. LIQUOR—Exquisite, best in the World for Club or Private use at	\$19.00

Stop drinking rank, Smoky Stuff, because "it comes through the SOLE—
Try HARG & HARG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavours.
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

**The Universal Remedy for Acidity of the Stomach,
Headache, Heartburn, Indigestion, Sour Eructations,
Bilious Affections.**

1090

C H U N G N O O I S A N P O
(Chinese Daily Press),
PUBLISHED DAILY.

is the oldest & still immeasurably the best
medium for Advertising among the
Native Community.

Established for nearly FORTY YEARS
circulates largely throughout Southern China;
Indo-China, etc.

Terms for Advertising (Translations free) can
be obtained at the Office, 9, Praya Central,
Hongkong; or from the different Agents.

Documents translated from or into Classic
or Sino-Latin Chinese.

CARTRIDGES.

NOBEL'S SPORTING-BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BALL CARTRIDGES—
Loaded with Powder-only. and 1 or of Shot

Primrose Cases	\$3.65	\$7.40
Pogamoid Cases	6.25	8.00
Ejector Brass Cases	5.90	8.65

5 per cent. discount on orders of 1,000 and over

Apply to
WM. SCHMIDT & CO.
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897. [1897]

VISITORS AT HOTELS

[illegible]

C. D. Frampton Dr. J. C.

	Previous day 7 a.m.	24 hours 5 a.m. to 5 a.m.	Of the day 4 p.m.
Barometer	29.9	29.9	29.8
Thermometer	84	84	84
Humidity	75	73	61
Direction of wind	E	E	N.E.
Force	4	2	2
Weather	B	C	C
Rain			

Highest open air temperature on the 24th

Lowest open air temperature on the 24th

Hongkong Observatory, 22nd July.

CHALICEBURN HOTEL.

Mrs. Arthur Anderson Rev. E. H. Good, R. N.

Miss Anderson Dr. Friedrich Harker

Miss B. Anderson Mrs. Robert M. McWad

Mrs. W. Martin Andrew, M. and Mrs. W. Newton

and son Government Civil Serv

Mrs. M. von Arend pital Sisters

Mrs. S. E. Beaton and Consul Polipicelli

Mrs. J. Kennedy Wilson Madame Polipicelli

and daughter

Mr. Elias
Mr. Vattel

HIGH WATER			LOW WATER		
Day of Week.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.	
Mon. 23	11.40 a	11.00	1.10 p	10.40	
Tues. 24	9.42 a	1.0	1.36 p	1.1	
Wed. 25	9.52 a	1.9	2.42 p	1.8	
Thurs. 26	9.52 a	1.19	3.09 p	1.1	
Friday 27	7.42 a	1.11	3.59 p	1.1	
Sat. 28	7.52 a	1.0	4.26 p	1.0	
Sun. 29	8.30 a	1.1	4.54 p	1.1	
Mon. 30	8.30 a	1.1	5.21 p	1.1	
Tues. 31	10.12 a	1.2	5.57 p	1.2	
Wed. 1	10.12 a	1.2	6.24 p	1.2	
Thurs. 2	11.45 a	1.1	7.01 p	1.1	
Friday 3	11.45 a	1.1	7.28 p	1.1	
Sat. 4	11.45 a	1.1	7.55 p	1.1	
Sun. 5	11.45 a	1.1	8.22 p	1.1	

SQUARES, PLANKS, BOARDS
Dressed, Flooring

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. 1508

HOUSE PLASTER, TONGUE, and GROOVE
BOARDS, for FLOORING, CHAIRING, WALLING
&c. TRAP SHINGLES for ROOFING.
PRACEDON RAILWAY SLEEPERS for
GARDENS.

Water Supplied and Orders Booked by
JACOBUS, MATTHEWSON & CO.
Hongkong, 3rd May, 1895. * [163]

The
London Medical Record says:
"Retained when
all other foods
are rejected, it
is invaluable."

BENGER'S

The
British Medical Journal says:
"Benger's Food
has by its suc-
cess established
a reputation of

its own

The Most
DELICIOUS,
NUTRITIVE,
AND
DIGESTIBLE.

Health, Strength,
and
Lond.

FOOD

SOLD IN TINS
BY
CHEMISTS, &c.,
EVERYWHERE:

and THE AG

An editorial in the INDIAN MEDICAL RECORD, of October 16th, 1897, says:
"For many years in India a large number of enterprising firms in England and Europe have been flooding the market with so-called Foods for Infants and Children. It is remarkable to note how often after another these various brands of doubtful virtue have ceased to appear. Time and again the public consumer has been misled by the promises of these 'Foods' and has been disappointed. The indubitable combination of the nutritive elements is so perfectly brought about as to render their digestion a matter of pleasant facility for the weakest man or the frailest infant. To-day the medical profession of India finds it necessary to be warned by a friend who has proved his GUY criterion to public support, namely, REAL WORTH."

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